

FORM PTO-1300
(REV. 11-2000)

U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE

ATTORNEY'S DOCKET NUMBER

487.1043

TRANSMITTAL LETTER TO THE UNITED STATES
DESIGNATED/ELECTED OFFICE (DO/EO/US)
CONCERNING A FILING UNDER 35 U.S.C. 371

U.S. APPLICATION NO. (If known, see 37 CFR 1.5

10/019818

INTERNATIONAL APPLICATION NO.
PCT/EP 00/06005INTERNATIONAL FILING DATE
28 June 2000PRIORITY DATE CLAIMED
02 July 1999TITLE OF INVENTION
DOOR HINGEAPPLICANT(S) FOR DO/EO/US
BRUCKNER, Lothar

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:

1. ☒ This is a **FIRST** submission of items concerning a filing under 35 U.S.C. 371.
2. ☐ This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U.S.C. 371.
3. ☒ This is an express request to begin national examination procedures (35 U.S.C. 371(f)). The submission must include Items (5), (6), (9) and (21) indicated below.
4. ☒ The US has been elected by the expiration of 19 months from the priority date (Article 31).
5. ☐ A copy of the International Application as filed (35 U.S.C. 371(c)(2))
 - a. ☐ is attached hereto (required only if not communicated by the International Bureau).
 - b. ☒ has been communicated by the International Bureau.
 - c. ☐ is not required, as the application was filed in the United States Receiving Office (RO/US).
6. ☒ An English language translation of the International Application as filed (35 U.S.C. 371(c)(2)).
 - a. ☒ is attached hereto.
 - b. ☐ has been previously submitted under 35 U.S.C. 154(d)(4).
7. ☐ Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371(c)(3))
 - a. ☐ are attached hereto (required only if not communicated by the International Bureau).
 - b. ☐ have been communicated by the International Bureau.
 - c. ☐ have not been made; however, the time limit for making such amendments has NOT expired.
 - d. ☐ have not been made and will not be made.
8. ☐ An English language translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371 (c)(3)).
9. ☐ An oath or declaration of the inventor(s) (35 U.S.C. 371(c)(4)).
10. ☒ An English language translation of the annexes of the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371(c)(5)).

Items 11 to 20 below concern document(s) or information included:

11. ☒ An Information Disclosure Statement under 37 CFR 1.97 and 1.98.
12. ☐ An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.
13. ☒ A **FIRST** preliminary amendment.
14. ☐ A **SECOND** or **SUBSEQUENT** preliminary amendment.
15. ☐ A substitute specification.
16. ☐ A change of power of attorney and/or address letter.
17. ☐ A computer-readable form of the sequence listing in accordance with PCT Rule 13ter.2 and 35 U.S.C. 1.821 - 1.825.
18. ☒ A second copy of the published international application under 35 U.S.C. 154(d)(4).
19. ☒ A second copy of the English language translation of the international application under 35 U.S.C. 154(d)(4).
20. ☒ Other items or information:
 - Submission of Formal Drawings
 - Formal Drawings (3 Sheets)
 - Unexecuted Declaration / PoA of the Inventors
 - References cited in Information Disclosure Statement
 - Letter re: Priority

U.S. APPLICATION NO. 10/019818 INTERNATIONAL APPLICATION NO. PCT/EP 00/06003	ATTORNEY'S DOCKET NUMBER 487.1042
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21. ☒ The following fees are submitted:

BASIC NATIONAL FEE (37 CFR 1.492 (a) (1) - (5)):

Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO and International Search Report not prepared by the EPO or JPO. **\$1000.00**

International preliminary examination fee (37 CFR 1.482) not paid to USPTO but International Search Report prepared by the EPO or JPO **\$860.00**

International preliminary examination fee (37 CFR 1.482) not paid to USPTO but international search fee (37 CFR 1.445(a)(2)) paid to USPTO **\$710.00**

International preliminary examination fee (37 CFR 1.482) paid to USPTO but all claims did not satisfy provisions of PCT Article 33(1)-(4) **\$690.00**

International preliminary examination fee (37 CFR 1.482) paid to USPTO and all claims satisfied provisions of PCT Article 33(1)-(4) **\$100.00**

ENTER APPROPRIATE BASIC FEE AMOUNT =

Surcharge of \$130.00 for furnishing the oath or declaration later than ☐ 20 ☐ 30 months from the earliest claimed priority date (37 CFR 1.492(e)).

CLAIMS	NUMBER FILED	NUMBER EXTRA	RATE	\$
Total claims	10 - 20 =	0	x \$18.00	\$ 0.00
Independent claims	1 - 3 =	0	x \$80.00	\$ 0.00
MULTIPLE DEPENDENT CLAIM(S) (if applicable)			+ \$270.00	\$
TOTAL OF ABOVE CALCULATIONS =				\$ 860.00

☐ Applicant claims small entity status. See 37 CFR 1.27. The fees indicated above are reduced by 1/2.

SUBTOTAL = \$ 860.00

Processing fee of \$130.00 for furnishing the English translation later than ☐ 20 ☐ 30 months from the earliest claimed priority date (37 CFR 1.492(f)).

TOTAL NATIONAL FEE = \$ 860.00

Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31). \$40.00 per property +

TOTAL FEES ENCLOSED = \$ 860.00

Amount to be refunded:	\$
charged:	\$

CALCULATIONS PTO USE ONLY

a. ☒ A check in the amount of \$ 860.00 to cover the above fees is enclosed.

b. ☐ Please charge my Deposit Account No. _____ in the amount of \$ _____ to cover the above fees. A duplicate copy of this sheet is enclosed.


c. ☒ The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment to Deposit Account No. 50-0552. A duplicate copy of this sheet is enclosed.

d. ☐ Fees are to be charged to a credit card. **WARNING:** Information on this form may become public. Credit card information should not be included on this form. Provide credit card information and authorization on PTO-2038.

NOTE: Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137 (a) or (b)) must be filed and granted to restore the application to pending status.

SEND ALL CORRESPONDENCE TO:

William C. Gehris, (Reg. No. 38,156)
 Davidson, Davidson & Kappel, LLC
 485 Seventh Avenue, 14th Floor
 New York, New York 10018
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23280

PATENT TRADEMARK OFFICE

Morey B. Wildes

SIGNATURE

Morey B. Wildes

NAME

36,986

REGISTRATION NUMBER

487.1043

UNITED STATES PATENT AND TRADEMARK OFFICE

Re: Application of: Lothar BRÜCKNER
Serial No.: To Be Assigned
International Application No.: PCT/EP00/06005
Filed: Herewith
For: DOOR HINGE

BOX PCT
Assistant Commissioner for Patents
Washington, D.C. 20231

December 27, 2001

PRELIMINARY AMENDMENT

S I R:

Applicants request that the following Amendments be made in the above-identified application prior to examination thereof:

IN THE ABSTRACT

After page 17 of the application, please add the attached one page Abstract of the Disclosure.

IN THE SPECIFICATION

On page 1, in the title, please replace "Door coupling" with -- DOOR HINGE --.

On page 1, before the paragraph beginning on line 5, please insert the heading -- FIELD OF THE INVENTION --.

Please amend the paragraph beginning on page 1, line 5 as follows:

The invention relates to a door coupling for a door of a motor vehicle.

On page 1, before the paragraph beginning on line 19, please insert the heading

-- BACKGROUND OF THE INVENTION --.

On page 4, before the paragraph beginning on line 10, please insert the heading

-- SUMMARY OF THE INVENTION --.

Please amend the paragraph beginning on page 4, line 103 as follows:

It is the object of the invention to provide a door coupling that enables the door position in the vehicle body to be influenced in a simple and effective manner. The door can be displaced with respect to a door pillar in a transverse movement combined with a pivoting movement by means of a four-joint mechanism, the four-joint mechanism having a supporting arm connected in an articulated manner to the door and in an articulated manner to the door pillar and a control rod connected in an articulated manner to the door and in an articulated manner to the door pillar, the supporting arm being fastened in an articulated manner with regard to the door and pillar at in each case two gudgeons assigned to the end regions of the supporting arm, wherein the control rod is of single piece design and with regard to the door or pillar is coupled to a bearing plate to which a corresponding gudgeon of the supporting arm is also coupled, and the control rod, at its end remote from this side, is coupled to a hinge part.

Please amend the paragraph beginning on page 4, line 14:

This object is achieved for the door coupling in that the hinge part the control rod is coupled to can be displaced jointly with and in the direction of the control rod relative to a corresponding hinge part assigned to a gudgeon of the supporting arm.

On page 9, before the paragraph beginning at line 14, please insert the heading -- BRIEF DESCRIPTION OF THE DRAWINGS --.

On page 9, before the paragraph beginning at line 21, please insert the heading
-- DETAILED DESCRIPTION OF THE INVENTION --.

Please amend the paragraph beginning on page 14, line 10:

In the exemplary embodiment, the hinge parts 12 and 19 are connected to each other via in each case their two hinge leaves which are to be fastened to the door and are passed through by a common bolt. It is to be noted that it is readily possible to connect, for example, only the left hinge wing of the hinge part 19 with the left hinge wing of the hinge part 12 and then optionally to connect one of the two right hinge wings of the hinge part 12 or the hinge part 19 to the door 2, the connection to the supporting arm 4 being expediently selected for static reasons.

On page 15, first line, change "CLAIMS" to -- WHAT IS CLAIMED IS --.

IN THE CLAIMS:

Please cancel claims 1-10 as presented in the underlying International Application No. PCT/EP00/06005 and any substitute claims, and please add new claims 11-20 as follows:

11. (New) A door coupling for a door of a vehicle, in which the door can be displaced with respect to a door pillar in a transverse movement combined with a pivoting movement by means of a four-joint mechanism,

the four-joint mechanism comprising a supporting arm connected in an articulated manner to the door and in an articulated manner to the door pillar,

the four-joint mechanism comprising a control rod of single piece design connected in an articulated manner to the door and in an articulated manner to the door pillar,

wherein the supporting arm is fastened in an articulated manner with regard to the door and pillar at in each case two gudgeons assigned to the end regions of the supporting arm,

wherein the control rod, with regard to the door or pillar, is coupled to a bearing plate to which a corresponding gudgeon of the supporting arm is also coupled, and at its end remote from this side is coupled to a hinge part, and

wherein the hinge part to which the control rod is coupled can be displaced jointly with and in the direction of the control rod relative to a corresponding hinge part assigned to a gudgeon of the supporting arm.

12. (New) The door coupling according to claim 11, wherein the hinge part which is assigned to the remote end of the control rod can be displaced relative to the corresponding hinge part of the supporting arm by a slot being formed in at least one of the two hinge parts.

13. (New) The door coupling according to claim 11, wherein the hinge parts displaceable relative to each other can be fastened via screws to the door, and that, in at least one of the door hinge parts, holes are provided as slots in the direction of the x-axis of the vehicle for receiving the screws.

14. (New) The door coupling according to claim 11, wherein the supporting arm comprises a base supporting arm, at least one supporting arm part which can be detached from said base supporting arm and means for the mutual fastening of the base supporting arm and supporting arm part, wherein the at least one supporting arm part comprises the two gudgeons provided at one end of the supporting arm, and wherein an axis passing through a tangent plane defined by facing surfaces of the base supporting arm and the supporting arm part allows adjustment of the supporting arm part with respect to the base supporting arm by mutual twisting around a pivot axis which is substantially perpendicular with respect to the tangent plane.

15. (New) The door coupling according to claim 14, wherein the pivot axis is arranged between the gudgeons of the supporting arm part, and, at a distance from the pivot axis, at least one fixing and guide element passes through the tangent plane of the base supporting arm and supporting arm part.

16. (New) The door coupling according to claim 15, wherein the fixing and guide element at least comprises a slot which is formed along a circular arc around the pivot axis in the end side of the base supporting arm or the supporting arm part and a hole which is arranged on the corresponding circular arc in the side of the respectively other part of the base supporting arm

and supporting arm part, the supporting arm part being releasably fixable in each rotational position with respect to the base supporting arm by means of at least two spaced-apart fixing elements, on the one hand in the pivot axis and on the other hand on a circular arc at a distance thereto.

17. (New) The door coupling according to claim 15, wherein the fixing and guide elements comprise a screw and nut element.

18. (New) The door coupling according to claim 14, wherein the at least one supporting arm part faces the door.

19. (New) The door coupling according to claim 14, wherein the axis passing through the tangent plane is the axis of a screw and coincides with the pivot axis.

20. (New) The door coupling according to claim 14, wherein, with the door closed, the pivot axis lies essentially in the horizontal and parallel to the direction of travel of the motor vehicle.

REMARKS


Consideration of this application, as amended, is respectfully requested.

Support for all new claims is found in the specification as originally filed. It is respectfully submitted that no new matter has been added.

Applicants believe that no fees are due as a result of this amendment. In the event of a fee discrepancy, please charge our Deposit Account No. 50-0552.

Respectfully submitted,

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**VERSION OF SPECIFICATION AND CLAIMS AMENDMENTS
WITH MARKINGS TO SHOW CHANGES MADE**

IN THE SPECIFICATION:

Page 1, in the title:

[Door coupling] DOOR HINGE

The paragraph beginning on page 1, line 5:

The invention relates to a door coupling [according to the preamble of claim 1] for a door of a motor vehicle [, in which the door can be displaced with respect to a door pillar in a transverse movement combined with a pivoting movement by means of a four-joint mechanism, the four-joint mechanism having a supporting arm connected in an articulated manner to the door and in an articulated manner to the door pillar and a control rod connected in an articulated manner to the door and in an articulated manner to the door pillar, the supporting arm being fastened in an articulated manner with regard to the door and pillar at in each case two gudgeons assigned to the end regions of the supporting arm, wherein the control rod is of single piece design and with regard to the door or pillar is coupled to a bearing plate to which a corresponding gudgeon of the supporting arm is also coupled, and the control rod, at its end remote from this side, is coupled to a hinge part].

The paragraph beginning on page 4, line 10:

It is the object of the invention to provide a door coupling [in accordance with the preamble of claim 1, which] that enables the door position in the vehicle body to be influenced in a simple and effective manner. The door can be displaced with respect to a door pillar in a transverse movement combined with a pivoting movement by means of a four-joint mechanism, the four-joint mechanism having a supporting arm connected in an articulated manner to the door and in an articulated manner to the door pillar and a control rod connected in an articulated manner to the door and in an articulated manner to the door pillar, the supporting arm being

fastened in an articulated manner with regard to the door and pillar at in each case two gudgeons assigned to the end regions of the supporting arm, wherein the control rod is of single piece design and with regard to the door or pillar is coupled to a bearing plate to which a corresponding gudgeon of the supporting arm is also coupled, and the control rod, at its end remote from this side, is coupled to a hinge part.

The paragraph beginning on page 4, line 14:

This object is achieved for the door coupling [mentioned at the beginning by the characterizing features of claim 1] in that the hinge part the control rod is coupled to can be displaced jointly with and in the direction of the control rod relative to a corresponding hinge part assigned to a gudgeon of the supporting arm.

The paragraph beginning on page 14, line 10:

In the exemplary embodiment, the hinge parts 12 and [16] 19 are connected to each other via in each case their two hinge leaves which are to be fastened to the door and are passed through by a common bolt. It is to be noted that it is readily possible to connect, for example, only the left hinge wing of the hinge part 19 with the left hinge wing of the hinge part 12 and then optionally to connect one of the two right hinge wings of the hinge part 12 or the hinge part 19 to the door 2, the connection to the supporting arm 4 being expediently selected for static reasons.

On page 15, first line:

[CLAIMS] WHAT IS CLAIMED IS

3/pri

Door coupling

5 The invention relates to a door coupling according to the preamble of claim 1
for a door of a motor vehicle, in which the door can be displaced with respect to
a door pillar in a transverse movement combined with a pivoting movement by
means of a four-joint mechanism, the four-joint mechanism having a supporting
arm connected in an articulated manner to the door and in an articulated
10 manner to the door pillar and a control rod connected in an articulated manner
to the door and in an articulated manner to the door pillar, the supporting arm
being fastened in an articulated manner with regard to the door and pillar at in
each case two gudgeons assigned to the end regions of the supporting arm,
wherein the control rod is of single piece design and with regard to the door or
15 pillar is coupled to a bearing plate to which a corresponding gudgeon of the
supporting arm is also coupled, and the control rod, at its end remote from this
side, is coupled to a hinge part.

FR-C-880 197 describes a motor vehicle door hinge for coupling a motor
20 vehicle door to a respective body member, wherein a four-joint mechanism
connects a supporting arm at one hand and a control rod at the other hand with
a bearing plate at both ends, respectively, wherein the bearing plates are
respectively affixed to the motor vehicle door and to the body. Influencing the
movement of the motor vehicle door hinge by changing the relative position of
25 control rod and supporting arm is not possible.

US-A-5,632,065 describes a motor vehicle door hinge, where mounting parts to
be fastened to a motor vehicle door at the one end and to a pillar of a vehicle
body at the other end are jointly connected with each other via a supporting
30 arm at one hand and a control rod at the other hand such that they define a
four-joint mechanism.

US-A-3,275,370 describes a door which is coupled to a motor vehicle via a four-joint mechanism and in which a plate-like supporting arm is designed in the form of a rectangle arranged rearward and having four gudgeons which are arranged in the region of the corners, which define an axis inclined with respect to the vertical on each side of the supporting arm, while a control rod in the frontal region of the door controls the displacement movement of the door. In the case of the known mechanism, the hinge leaves which, together with said gudgeons, define the other part of the joints are fastened to the door assembly parts, the door and door pillar, without any possibility of fine adjustment in order to correct installation and manufacturing tolerances.

US-A-3,095,600 describes a door which is coupled to a motor vehicle via a four-joint mechanism and in which an upper and a lower supporting arm having respectively laterally offset joints, and a control rod are provided, in order to arrange the door in a pivotable manner on the vehicle. In the case of imprecise fastening, this type of coupling causes at least a stiff type of coupling. All possible freedoms in the fastening of the door are required for the coupling functioning to some extent, so that asymmetrical arrangements, occurring on account of dimensional, manufacturing and installation tolerances, of the door in the corresponding opening of the vehicle body cannot be corrected.

EP-A-0 596 403 describes a door which is coupled to a motor vehicle via a four-joint mechanism and in which the four-joint mechanism is formed in a four-joint hinge whose hinge brackets on the door and on the pillar each have a coupling to a joint of a supporting arm and a joint of a control rod, the supporting arm furthermore having joints which are defined by individual hinges in alignment with the supporting-arm joints which are provided on the hinge brackets. The supporting arm is circumscribed within its gudgeons by a rectangle. In order for the door to be adjustable, the control rod is divided into two halves which can be mutually fixed by screw bolts interacting via holes, as a result of which, for

example, the rearward joint of the supporting arm adopts a different position relative to the frontal joint of the control rod, and thus has the theoretical possibility of changing the position of the door in the vehicle body about the vertical, in which case there are only two alternatives here. However, asymmetrical arrangements, occurring on account of dimensional, manufacturing and installation tolerances, of the door in the opening of the vehicle body cannot be corrected sufficiently precisely.

US-A-4,665,586 describes a door which is coupled to a motor vehicle via a four-joint mechanism, in which an upper and a lower four-joint mechanism are each formed from a control rod and from a common, plate-like supporting arm, there being no possibility at all of correcting the orientation of the door in the vehicle body.

During installation of a motor vehicle door, the door has to be adjusted in its position with respect to the vehicle body in the x-, y- and z-direction. In this case, the x-direction stands for the direction of travel, y for the horizontal direction transversely with respect to x, and z for the vertical direction transversely with respect to x. In the case of a pivot-out door hinge, during the adjustment of the door with respect to the vehicle body a defined setting of the supporting arm of the hinge on the interior door molding also has to take place, so that the part of the interior door molding which is fitted on the supporting arm can be fixed in place in a positionally correct manner with respect to the dashboard etc. This adjustment requirement greatly reduces the adjustment options in the mounting of the door carcass onto the hinge. In the case of single-hinged pivot hinges, the adjustment in order to compensate for an angular offset between the screw-down surfaces on the door and on the door pillar can take place by determining the y- and z- coordinates. In the case of the pivot-out door hinge, this adjustment option is used up by the necessity of adjusting the supporting arm with respect to the interior door molding. Therefore, in the case of a pivot-out door hinge, an adjustment by rotating

about the x-axis is additionally required. Moreover, for tolerance reasons, when installing the door it may be necessary, in the case of a multi-joint door hinge, to compensate for an angular offset between the screw down surfaces of the hinge and door panel in order to fix the positioned door onto the hinge. Such compensation can only be corrected by twisting the hinge leaf. This adjustment can take place only by changing the distance between the coupling axes of the control rod on the door and door pillar. The known solutions for changing the length of the control rod are very complicated both to produce and to install.

It is the object of the invention to provide a door coupling in accordance with the preamble of claim 1, which enables the door position in the vehicle body to be influenced in a simple and effective manner.

This object is achieved for the door coupling mentioned at the beginning by the characterizing features of claim 1 in that the hinge part the control rod is coupled to can be displaced jointly with and in the direction of the control rod relative to a corresponding hinge part assigned to a gudgeon of the supporting arm.

The control rod of single-piece design is coupled to a bearing plate with regard to the door or pillar to which a corresponding gudgeon of the supporting arm, preferably the lower gudgeon, is also coupled. The hinge part of the supporting arm and the hinge part of the control rod can be fastened to a door assembly part, door or door pillar, using the same screws, and this connection is hence at the same time a connection of the two door hinges, as a result of which the four-joint mechanism is defined in the four-joint hinge defined by this means. It is alternatively possible, with the same outcome, to fasten the hinge part of the control rod to the hinge part of the supporting arm and to fasten one of the two hinge parts to the door assembly part, door or door pillar, since by fastening the two hinge parts to each other the joint axes of the control rod and supporting

arm are defined relative to each other, so that a defined four-joint hinge is formed by this means.

A particular feature of this design is that the two hinge parts can not only be connected together, but, moreover, the connection can also be displaced in the direction of the control rod, which has the consequence that the relative position of the two joint axes with respect to each other can be changed, a change in the distance between the two joint axes in the closed position of the door having the consequence of enabling said door to pivot around an axis running essentially vertically.

By providing the possibility of mutual displacement, which expediently is to take place in an infinitely variable manner, a particularly precise and sensitive correction of an offset of the motor vehicle door in the corresponding recess of the vehicle body is possible, in which case, as a function of the increase or reduction in the distance between the two joint axes, the vehicle door is pivoted around an essentially vertical axis in the direction of its rearward edge or the direction of its front edge, if it is presumed that the control rod is engaging further forward than the supporting arm.

The relative displacement of the two hinge parts can take place in a particularly simple and expedient manner by a slot running essentially in the direction of the x-axis (with the door closed) being formed in at least one of the two hinge parts, a customary screw/nut combination being passed through said slot and, when the desired position is reached, being tightened in order to finally fix the two door hinges in place. There is virtually self-centering when the door is fitted.

The door coupling according to the invention preferably has a supporting arm which can be divided into a base supporting arm and at least one supporting arm part which can be detached from said base supporting arm and comprises the two gudgeons provided on one side of the supporting arm, the base

supporting arm and supporting arm part expediently having flat sides which face each other and define a tangent plane which guides at the same time to a pivoting movement of the supporting arm part relative to the base supporting arm in the manner of a stop. The base supporting arm and supporting arm part are mutually clamped together by means for the mutual fastening, preferably screws or the like, these means being of releasable design in order to permit mutual twisting of the supporting arm part and base supporting arm around a pivot axis which is perpendicular with respect to the tangent plane. The pivot axis is defined by an axis passing through the base supporting arm and supporting arm part, said axis possibly not having the same orientation as the pivot axis, in which case the pivot axis is defined perpendicularly with respect to the tangent surfaces by the location at which the axis passes through. It is therefore possible, for example, to provide just one pin protruding out of one of the tangent surfaces in order to define the pivot axis, while the fastening at other points is provided by means of a screw connection or the like.

One particular advantage of the door coupling according to the invention is that the pivoting of the supporting arm part and base supporting arm relative to each other about relatively small angles enables the position of the door in a recess, formed for this purpose, in the vehicle body to be corrected essentially around the x- axis, which corresponds to the direction of travel in the case of motor vehicles. This enables manufacturing and installation tolerances in the fitting of the door, which tolerances lead to a visually unattractive asymmetry or tilting relative to the vehicle body, to be corrected in a particularly simple and efficient manner, a correction, particularly in the case of a four-joint mechanism which defines the pivoting-out movement of the door, at the stop points of the hinge parts on the door or door pillar being made more difficult by the fact that the determination of the position relative to the interior door molding uses up the known paths of adjustment.

In contrast, the door coupling according to the invention enables readjustment of a door which has already been fastened, in that screws are provided, preferably on the rearward supporting arm part, said screws enabling the supporting arm part to be detached and enabled around the pivot axis in order to correct the position of the door around an axis essentially parallel to the horizontal.

The tangent plane of the base supporting arm and supporting arm part is expediently not only passed through by a central or eccentric screw for defining the pivot axis, but furthermore also by further fixing and/or guide elements which are displaced on a circular path around the pivot axis in a radius corresponding to this distance from the pivot axis. For this purpose, the fixing and/or guide element, which is preferably designed as a screw, is screwed into one of the two parts - the base supporting arm and supporting arm part, while a slot, which also has a little vertical play, is provided in the other of the two parts in order to enable the screw shank to undergo, within the slot, a displacement corresponding to a short circular segment. As an alternative to a slot having vertical play, it is also possible to shape the slot to correspond to the circular segment and to reduce the play radially corresponding to the circular segment. This last variant has the advantage that the base supporting arm is effectively prevented from dropping during the pivoting on account of the vertical play of the supporting arm part.

The tangent plane is to be understood as being a plane in the widest sense, i.e. it is not required for the tangent plane to spatially coincide with a surface. Rather, it is possible for the tangent plane to comprise a plurality of sections, for example a displacement section which is laterally offset with respect to that section at which the means for fastening the base supporting arm and supporting arm part pass through the tangent plane. The tangent plane could therefore, for example, have a dome shape which, in the case of a symmetrical design, would readily permit the pivoting movement, for example. Furthermore,

the tangent plane could be formed from axially offset circular sections which would likewise permit pivoting.

In the case of the arrangement according to the invention as a four-joint mechanism, the supporting arm serves essentially to transmit the load from, in particular, large and therefore heavy doors onto the motor vehicle and, in particular, onto its door pillar which is arranged in the region of the A-post. For this purpose, the supporting arm is formed in the manner of a plate body in whose four corner regions the gudgeons for the coupling to the door and to the pillar are formed. The supporting arm part is expediently fastened detachably on that side of the base supporting arm which faces the door, since it is particularly readily accessible there for adjusting the orientation with respect to the base supporting arm. However, it is also possible, as an alternative thereto or in addition thereto, to provide a supporting arm part on the frontal side of the supporting arm, which side is coupled to the door pillar, as a result of which, in a manner which is similar and scarcely changed in outcome, the orientation of the door in the recess left free in the vehicle body can be influenced by rotation around the x-axis. However, it will, as a rule, be sufficient to provide just a two-part design of the supporting arm.

It should be noted that the supporting arm part, the two supporting-arm gudgeons being formed integrally on it, connects in respect of their alignment and spacing the two gudgeons in the manner of a strip and thus provides the supporting arm part to form an integral part to become a mass-produced product which can therefore be positioned without any outlay on adjustment, with the result that even by means of a four-joint mechanism the door coupling according to the invention obtains an adjustability (which is otherwise not present) of the position of the door around the x-axis.

A significant advantage of the two- or multi-part design of the supporting arm also resides in the more economical possibility of producing the base

supporting arm from an extruded profile, in which the region between the gudgeon portion bearing the gudgeons is produced as an independent supporting arm part and is not obtained as a costly waste of material. In addition, the base supporting arm can be produced cost effectively by extrusion, as a result of which the mechanical further processing in order to expose the gudgeon portion is additionally dispensed with.

Further advantages and features of the invention emerge from the dependent claims and from the following description.

The invention will be explained in greater detail below using an exemplary embodiment with reference to the attached drawings.

- Fig. 1 shows a perspective view of a preferred exemplary embodiment of a door coupling according to the invention.
- Fig. 2 shows a perspective view of the door end of the supporting arm of the coupling from Fig. 1.
- Fig. 3 shows a partially cutaway view through the supporting arm along the line III-III from Fig. 2.

Fig. 1 shows, in a perspective illustration, a door coupling which is denoted by 1 and pivotably arranges a door 2, which is indicated by a dash-dotted line, on a door pillar 3, likewise indicated by a dash-dotted line. The door coupling 1 is undertaken by a four-joint mechanism, the bars of which are, on the one hand, a supporting arm 4 and, on the other hand, a control rod 5. The supporting arm 4 and the control rod 5 are coupled in an articulated manner via corresponding hinge parts to the door pillar 3, on the one hand, and to the door 2, on the other hand.

The supporting arm 4 is of plate-like design and defines in its interior a hollow space 6 in which ribs or the like, which divide the hollow space into a number of

chambers, can be provided in order to increase the stiffening. The cavity 6 is expediently designed such that it is open upward and downward and thereby opens access to the interior region of the supporting arm 4. In its corner regions, the supporting arm 4 has in each case two door pillar gudgeons 7a, 7b and two door gudgeons 14a, 14b, said gudgeons being intended for coupling to hinge parts correspondingly fastened to the door pillar 3 and to the door 2. The gudgeons are provided in the vicinity of the outer corners of the supporting arm 4, the supporting arm 4 running in a plane arranged essentially vertically.

The door pillar gudgeons 7a and 7b are respectively formed in the lower region and in the upper region of that corner of the narrow side of the supporting arm 4 which faces the door pillar 3, the gudgeon 7b being coupled in a known manner to a hinge part 8 and the gudgeon 7a being coupled in a known manner to a hinge part 9. The hinge parts 8, 9 are fastened to the door pillar 3 in a known manner by means of a screw connection and holes 10 provided for this purpose in the hinge parts 8 and 9. The door pillar end of the control rod 5 is also coupled to the hinge part 9, so that the hinge part 9 has two joints having a fixed distance from each other.

The supporting arm 4 is divided into a base supporting arm 4a and a supporting arm part 4b, the base supporting arm 4a and supporting arm part 4b butting against each other along a common tangent plane 11 and being held with respect to each other. The base supporting arm 4a is of integral design with the gudgeon portions bearing the gudgeons 7a, 7b, while the supporting arm part 4b for its part connects the gudgeon portions, on which the gudgeons 14a, 14b defining the coupling to hinge parts 12, 13 fastened to the door 2 are arranged, via a strip of narrow design in between them. The hinge parts 12, 13 are designed to have two wings and have holes 15 which pass through their wings and by means of which they can be connected to the door 2 directly or via an intermediate element, for example in the form of a bored spacer.

As can also be seen better in Fig. 2 and 3, the tangent plane 11, which may be both a solid and a perforated surface, is passed through by a screw 16 which is provided in the corresponding holes of the base supporting arm 4a and supporting arm part 4b, is arranged accessibly on the outside of the supporting arm 4 and is secured by a nut which is accessible in the hollow space 6. As an alternative, it is also possible to provide, for example, the hole remote from the screw head with a thread.

It can be seen that the screw 16 runs perpendicularly with respect to the tangent plane 11 and that the screw axis 16a runs essentially perpendicularly with respect to the tangent plane 11. The screw axis 16a therefore coincides with a rotational axis around the shank of the screw 16 of the supporting arm part 4b around the base supporting arm 4a when in the region of the tangent plane 11, by releasing the screws 17a, 17b provided for fixing the two parts 4a, 4b in place, a gap between the supporting arm part 4b and base supporting arm 4a, which permits pivoting, is released. In this connection, the screws 17a, b not only form fastening elements, but also guide elements which are defined in the manner of a cam by means of a hole, which is designed as a slot 18 and corresponds to a cam path, in that end surface of the base supporting arm 4a which faces the supporting arm part 4b. It has to be understood that that end surface of the base supporting arm 4a which at the same time defines a stop for the supporting arm part 4b is formed at least as a flat wall section in these regions in which the slots 18 are formed. Those regions of the end surface of the base supporting arm 4a which are not passed through by screws 17 do not necessarily have to have the end wall being closed by the material of the base supporting arm.

It can be seen that even in the case in which the screw makes use of a slope and does not run perpendicularly with respect to the tangent plane 11, or in the case where the tangent plane 11 does not form a two-dimensional surface, the pivot axis 16a lies in the perpendicular with respect to the boundary surface 11.

It would therefore be possible, instead of the screw 16, to form a snug-fitting shank which protrudes out of the boundary surface 11 of the one part and passes through a corresponding hole of the other part, in which case the shank axis does not necessarily have to coincide with the perpendicular of the tangent plane. It can furthermore be seen that the screw 16 is not situated centrally between the screws 17a, 17b, but rather is situated eccentrically with respect to a central position, which is advantageous for certain applications, although it is arranged in the vicinity of the central position. The position of the screw 16, the axis 16a of which defines the pivot axis in the present case, is defined with regard to the dimensions of the door 2, the screw axis 16a in a first approach running approximately at the height of a horizontal alignment axis of the door 2, for the adjustment of which the relative adjustability, as explained below in detail, of the supporting arm part 4b and base supporting arm 4a can advantageously be used.

It can be seen in particular from Fig. 2 that the screws 17a, 17b are inserted into corresponding threads of those gudgeon portions of the supporting arm part 4b which bear the gudgeons 14a, 14b, it being possible instead also to secure them by a nut outside the gudgeon portions. The connection in the region of the gudgeon portions enables the connection of the base supporting arm 4a and supporting arm part 4b to be particularly strong. However, it is advantageously also possible to move the screws 17a, 17b closer to the screw 16 in order thereby to reduce the amount of displacement, caused by the pivoting around the axis 16a, along a circular segment corresponding to the distance from the screw 16 and defining a radius of the circle.

It can be seen in particular in Fig. 3 that the slots 18 not only constitute a hole which is elongated with respect to the shank diameter of the screws 17a, 17b, but also the height of the slots is enlarged with respect to the shank diameter, as a result of which it is expediently possible for the screws 17a, 17b to execute

a rotational movement in the slots 18, said movement comprising displacement components in two dimensions in accordance with trigonometrical regularities.

The door end of the control rod 5 is coupled to a two-wing hinge part 19 which can be fastened to the door 2 via slotted holes 20. The hinge part 12 and the hinge part 19 define a fitting state of the control rod 5 and supporting arm 4 enabling displacement in the direction of the long slot axis of the slot 20, the fastening of hinge parts using slots having been proved in practice and division of the control rod 5 therefore becoming superfluous. By means of relative displacement of the hinge parts 12 and 19 with respect to each other along the shanks of the screws or bolts, which shanks pass through the holes 15 and the slotted holes 20, the holes 15 holding the screws in a virtually play-free manner in the present exemplary embodiment, it is possible to adjust the distance between the door joints of the control rod 5 and supporting arm 4 to a limited extent, thereby essentially enabling displacement of the vehicle door 2, which is fastened to the door parts 13, 12, 19, around a vertical axis, so that the position of the door 2 in the vehicle body can be corrected.

In the present exemplary embodiment of the door coupling 1 according to the invention, in order to adjust the position of a motor vehicle door 2 two degrees of freedom can now advantageously be used in order to correct the position of the door 2, said door otherwise not fitting centrally and therefore in a visually pleasing manner due to machining and manufacturing tolerances, even though the four-joint mechanism of the coupling 1 is defined by a four-joint hinge 9, 5, 4, 12/19 and would not in itself permit such changes. By pivoting around the axis 16a of the screw 16, the door 2 can be aligned about an axis corresponding essentially to the x-axis of the vehicle (direction of travel), and by displacement along the slot 20 the vehicle door 2 can be pivoted about the z-axis (vertical). It should be taken into consideration here that on account of the specific requirements of the door coupling 1 the axes 16a and the joint axes of the door joints of the supporting arm 4 and of the control rod 5 often do not

coincide in an ideally typical manner with the x- and z-axes of the vehicle in the closed state of the door, for example because the transverse movement combined with the pivoting movement is intended to execute a path in space. Even in these cases, adjustment of the position of the door is possible because

5 the two adjustment options enable, in an iterative process, those door positions to be adjusted in which the corresponding components of the adjustment make possible an optimum alignment of the position of the door 2 additively around the x- and around the y-axis.

10 In the exemplary embodiment, the hinge parts 12 and 16 are connected to each other via in each case their two hinge leaves which are to be fastened to the door and are passed through by a common bolt. It is to be noted that it is readily possible to connect, for example, only the left hinge wing of the hinge part 19 with the left hinge wing of the hinge part 12 and then optionally to

15 connect one of the two right hinge wings of the hinge part 12 or the hinge part 19 to the door 2, the connection to the supporting arm 4 being expediently selected for static reasons.

20 The invention has been explained in greater detail above with reference to a preferred exemplary embodiment, it being possible for further refinements of the divided control rod 4, as divided in two in the middle or divided in three parts, likewise to be realized in order to improve the adjustability of the position of the door in the corresponding recess of the vehicle body with simultaneous ability to pivot around the x-axis of the vehicle.

CLAIMS

- 5 1. A door coupling for a door (2) of a motor vehicle, in which the door (2)
can be displaced with respect to a door pillar (3) in a transverse
movement combined with a pivoting movement by means of a four-joint
mechanism, the four-joint mechanism having a supporting arm (4)
10 connected in an articulated manner to the door (2) and in an articulated
manner to the door pillar (3) and a control rod (5) connected in an
articulated manner to the door (2) and in an articulated manner to the
door pillar (3), the supporting arm (4) being fastened in an articulated
manner with regard to the door and pillar at in each case two gudgeons
15 (7a, 7b, 14a, 14b) assigned to the end regions of the supporting arm (4),
wherein the control rod (5) is of single piece design and with regard to
the door or pillar is coupled to a bearing plate (9) to which a
corresponding gudgeon (7a) of the supporting arm (4) is also coupled,
and the control rod (5), at its end remote from this side, is coupled to a
20 hinge part (19),
characterized in
that the hinge part (19) the control rod (5) is coupled to can be displaced
jointly with and in the direction of the control rod (5) relative to a
corresponding hinge part (12) assigned to a gudgeon (14a) of the
supporting arm (4).
25
2. The door coupling according to claim 1, characterized in that the hinge
part (19) which is assigned to the remote end of the control rod (5) can
be displaced relative to the corresponding hinge part (12) of the
supporting arm (4) by a slot (20) being formed in at least one of the two
30 hinge parts.

3. The door coupling according to claim 1 or 2, characterized in that the hinge parts (12, 19) displaceable relative to each other can be fastened via screws to the door (2), and that in at least one of the door hinge parts (12, 19) holes (15, 20) are provided as slots (20) in the direction of the x-axis of the vehicle for receiving the screws.

4. The door coupling according to one of claims 1 to 3, characterized in that the supporting arm (4) has a base supporting arm (4a) and at least one supporting arm part (4b) which can be detached from said base supporting arm and comprises the two gudgeons (14a, 14b) provided at one end of the supporting arm (4), and means (16, 17) for the mutual fastening of the base supporting arm (4a) and supporting arm part (4b), and that an axis (16a) passing through the tangent plane (11) of the base supporting arm (4a) and supporting arm part (4b) allows adjustment of the supporting arm part (4b) with respect to the base supporting arm (4a) by mutual twisting around a pivot axis (16a) which is perpendicular with respect to the tangent plane (11).

5. The door coupling according to claim 4, characterized in that the pivot axis (16a) is arranged between the gudgeons (14a, 14b) of the supporting arm part (4a), and at a distance from the pivot axis (16a) at least one fixing and/or guide element (17) passes through the tangent plane (11) of the base supporting arm (4a) and supporting arm part (4b).

6. The door coupling according to claim 5, characterized in that the fixing and/or guide element at least comprises a slot (18) which is formed along a circular arc around the pivot axis in the end side of the base supporting arm (4a) or the supporting arm part (4b) and a hole (18) which is arranged on the corresponding circular arc in the side of the respectively other part of the base supporting arm (4a) and supporting arm part (4b), the supporting arm part (4b) being releasably fixable in

each rotational position with respect to the base supporting arm (4a) by means of at least two spaced-apart fixing elements (17), on the one hand in the pivot axis (16a) and on the other hand on a circular arc at a distance thereto.

- 5 7. The door coupling according to one of claims 5 or 6, characterized in that the fixing and/or guide elements are formed by screw/nut elements (17).
8. The door coupling according to one of claims 4 to 7, characterized in that
10 the at least one supporting arm part (4b) faces the door (2).
9. The door coupling according to one of claims 4 to 8, characterized in that
15 the axis (16a) passing through the tangent plane (11) is the axis of a screw (16) and coincides with the pivot axis (16a).
10. The door coupling according to one of claims 4 to 9, characterized in that
with the door (2) closed the pivot axis (16a) lies essentially in the horizontal and parallel to the direction of travel of the motor vehicle.

3/p1b

Door coupling

5 The invention relates to a door coupling according to the preamble of claim 1
for a door of a motor vehicle, in which the door can be displaced with respect to
a door pillar in a transverse movement combined with a pivoting movement by
means of a four-joint mechanism, the four-joint mechanism having a supporting
arm connected in an articulated manner to the door and in an articulated
10 manner to the door pillar and a control rod connected in an articulated manner
to the door and in an articulated manner to the door pillar, the supporting arm
being fastened in an articulated manner with regard to the door and pillar at in
each case two gudgeons assigned to the end regions of the supporting arm,
wherein the control rod is of single piece design and with regard to the door or
15 pillar is coupled to a bearing plate to which a corresponding gudgeon of the
supporting arm is also coupled, and the control rod, at its end remote from this
side, is coupled to a hinge part.

FR-C-880 197 describes a motor vehicle door hinge for coupling a motor
20 vehicle door to a respective body member, wherein a four-joint mechanism
connects a supporting arm at one hand and a control rod at the other hand with
a bearing plate at both ends, respectively, wherein the bearing plates are
respectively affixed to the motor vehicle door and to the body. Influencing the
movement of the motor vehicle door hinge by changing the relative position of
25 control rod and supporting arm is not possible.

US-A-5,632,065 describes a motor vehicle door hinge, where mounting parts to
be fastened to a motor vehicle door at the one end and to a pillar of a vehicle
body at the other end are jointly connected with each other via a supporting
30 arm at one hand and a control rod at the other hand such that they define a
four-joint mechanism.

US-A-3,275,370 describes a door which is coupled to a motor vehicle via a four-joint mechanism and in which a plate-like supporting arm is designed in the form of a rectangle arranged rearward and having four gudgeons which are arranged in the region of the corners, which define an axis inclined with respect to the vertical on each side of the supporting arm, while a control rod in the frontal region of the door controls the displacement movement of the door. In the case of the known mechanism, the hinge leaves which, together with said gudgeons, define the other part of the joints are fastened to the door assembly parts, the door and door pillar, without any possibility of fine adjustment in order to correct installation and manufacturing tolerances.

US-A-3,095,600 describes a door which is coupled to a motor vehicle via a four-joint mechanism and in which an upper and a lower supporting arm having respectively laterally offset joints, and a control rod are provided, in order to arrange the door in a pivotable manner on the vehicle. In the case of imprecise fastening, this type of coupling causes at least a stiff type of coupling. All possible freedoms in the fastening of the door are required for the coupling functioning to some extent, so that asymmetrical arrangements, occurring on account of dimensional, manufacturing and installation tolerances, of the door in the corresponding opening of the vehicle body cannot be corrected.

EP-A-0 596 403 describes a door which is coupled to a motor vehicle via a four-joint mechanism and in which the four-joint mechanism is formed in a four-joint hinge whose hinge brackets on the door and on the pillar each have a coupling to a joint of a supporting arm and a joint of a control rod, the supporting arm furthermore having joints which are defined by individual hinges in alignment with the supporting-arm joints which are provided on the hinge brackets. The supporting arm is circumscribed within its gudgeons by a rectangle. In order for the door to be adjustable, the control rod is divided into two halves which can be mutually fixed by screw bolts interacting via holes, as a result of which, for

example, the rearward joint of the supporting arm adopts a different position relative to the frontal joint of the control rod, and thus has the theoretical possibility of changing the position of the door in the vehicle body about the vertical, in which case there are only two alternatives here. However, asymmetrical arrangements, occurring on account of dimensional, manufacturing and installation tolerances, of the door in the opening of the vehicle body cannot be corrected sufficiently precisely.

US-A-4,665,586 describes a door which is coupled to a motor vehicle via a four-joint mechanism, in which an upper and a lower four-joint mechanism are each formed from a control rod and from a common, plate-like supporting arm, there being no possibility at all of correcting the orientation of the door in the vehicle body.

During installation of a motor vehicle door, the door has to be adjusted in its position with respect to the vehicle body in the x-, y- and z-direction. In this case, the x-direction stands for the direction of travel, y for the horizontal direction transversely with respect to x, and z for the vertical direction transversely with respect to x. In the case of a pivot-out door hinge, during the adjustment of the door with respect to the vehicle body a defined setting of the supporting arm of the hinge on the interior door molding also has to take place, so that the part of the interior door molding which is fitted on the supporting arm can be fixed in place in a positionally correct manner with respect to the dashboard etc. This adjustment requirement greatly reduces the adjustment options in the mounting of the door carcass onto the hinge. In the case of single-hinged pivot hinges, the adjustment in order to compensate for an angular offset between the screw-down surfaces on the door and on the door pillar can take place by determining the y- and z- coordinates. In the case of the pivot-out door hinge, this adjustment option is used up by the necessity of adjusting the supporting arm with respect to the interior door molding. Therefore, in the case of a pivot-out door hinge, an adjustment by rotating

about the x-axis is additionally required. Moreover, for tolerance reasons, when installing the door it may be necessary, in the case of a multi-joint door hinge, to compensate for an angular offset between the screw down surfaces of the hinge and door panel in order to fix the positioned door onto the hinge. Such compensation can only be corrected by twisting the hinge leaf. This adjustment can take place only by changing the distance between the coupling axes of the control rod on the door and door pillar. The known solutions for changing the length of the control rod are very complicated both to produce and to install.

It is the object of the invention to provide a door coupling in accordance with the preamble of claim 1, which enables the door position in the vehicle body to be influenced in a simple and effective manner.

This object is achieved for the door coupling mentioned at the beginning by the characterizing features of claim 1 in that the hinge part the control rod is coupled to can be displaced jointly with and in the direction of the control rod relative to a corresponding hinge part assigned to a gudgeon of the supporting arm.

The control rod of single-piece design is coupled to a bearing plate with regard to the door or pillar to which a corresponding gudgeon of the supporting arm, preferably the lower gudgeon, is also coupled. The hinge part of the supporting arm and the hinge part of the control rod can be fastened to a door assembly part, door or door pillar, using the same screws, and this connection is hence at the same time a connection of the two door hinges, as a result of which the four-joint mechanism is defined in the four-joint hinge defined by this means. It is alternatively possible, with the same outcome, to fasten the hinge part of the control rod to the hinge part of the supporting arm and to fasten one of the two hinge parts to the door assembly part, door or door pillar, since by fastening the two hinge parts to each other the joint axes of the control rod and supporting

arm are defined relative to each other, so that a defined four-joint hinge is formed by this means.

A particular feature of this design is that the two hinge parts can not only be connected together, but, moreover, the connection can also be displaced in the direction of the control rod, which has the consequence that the relative position of the two joint axes with respect to each other can be changed, a change in the distance between the two joint axes in the closed position of the door having the consequence of enabling said door to pivot around an axis running essentially vertically.

By providing the possibility of mutual displacement, which expediently is to take place in an infinitely variable manner, a particularly precise and sensitive correction of an offset of the motor vehicle door in the corresponding recess of the vehicle body is possible, in which case, as a function of the increase or reduction in the distance between the two joint axes, the vehicle door is pivoted around an essentially vertical axis in the direction of its rearward edge or the direction of its front edge, if it is presumed that the control rod is engaging further forward than the supporting arm.

The relative displacement of the two hinge parts can take place in a particularly simple and expedient manner by a slot running essentially in the direction of the x-axis (with the door closed) being formed in at least one of the two hinge parts, a customary screw/nut combination being passed through said slot and, when the desired position is reached, being tightened in order to finally fix the two door hinges in place. There is virtually self-centering when the door is fitted.

The door coupling according to the invention preferably has a supporting arm which can be divided into a base supporting arm and at least one supporting arm part which can be detached from said base supporting arm and comprises the two gudgeons provided on one side of the supporting arm, the base

supporting arm and supporting arm part expediently having flat sides which face each other and define a tangent plane which guides at the same time to a pivoting movement of the supporting arm part relative to the base supporting arm in the manner of a stop. The base supporting arm and supporting arm part are mutually clamped together by means for the mutual fastening, preferably screws or the like, these means being of releasable design in order to permit mutual twisting of the supporting arm part and base supporting arm around a pivot axis which is perpendicular with respect to the tangent plane. The pivot axis is defined by an axis passing through the base supporting arm and supporting arm part, said axis possibly not having the same orientation as the pivot axis, in which case the pivot axis is defined perpendicularly with respect to the tangent surfaces by the location at which the axis passes through. It is therefore possible, for example, to provide just one pin protruding out of one of the tangent surfaces in order to define the pivot axis, while the fastening at other points is provided by means of a screw connection or the like.

One particular advantage of the door coupling according to the invention is that the pivoting of the supporting arm part and base supporting arm relative to each other about relatively small angles enables the position of the door in a recess, formed for this purpose, in the vehicle body to be corrected essentially around the x- axis, which corresponds to the direction of travel in the case of motor vehicles. This enables manufacturing and installation tolerances in the fitting of the door, which tolerances lead to a visually unattractive asymmetry or tilting relative to the vehicle body, to be corrected in a particularly simple and efficient manner, a correction, particularly in the case of a four-joint mechanism which defines the pivoting-out movement of the door, at the stop points of the hinge parts on the door or door pillar being made more difficult by the fact that the determination of the position relative to the interior door molding uses up the known paths of adjustment.

In contrast, the door coupling according to the invention enables readjustment of a door which has already been fastened, in that screws are provided, preferably on the rearward supporting arm part, said screws enabling the supporting arm part to be detached and enabled around the pivot axis in order to correct the position of the door around an axis essentially parallel to the horizontal.

The tangent plane of the base supporting arm and supporting arm part is expediently not only passed through by a central or eccentric screw for defining the pivot axis, but furthermore also by further fixing and/or guide elements which are displaced on a circular path around the pivot axis in a radius corresponding to this distance from the pivot axis. For this purpose, the fixing and/or guide element, which is preferably designed as a screw, is screwed into one of the two parts - the base supporting arm and supporting arm part, while a slot, which also has a little vertical play, is provided in the other of the two parts in order to enable the screw shank to undergo, within the slot, a displacement corresponding to a short circular segment. As an alternative to a slot having vertical play, it is also possible to shape the slot to correspond to the circular segment and to reduce the play radially corresponding to the circular segment.

This last variant has the advantage that the base supporting arm is effectively prevented from dropping during the pivoting on account of the vertical play of the supporting arm part.

The tangent plane is to be understood as being a plane in the widest sense, i.e. it is not required for the tangent plane to spatially coincide with a surface. Rather, it is possible for the tangent plane to comprise a plurality of sections, for example a displacement section which is laterally offset with respect to that section at which the means for fastening the base supporting arm and supporting arm part pass through the tangent plane. The tangent plane could therefore, for example, have a dome shape which, in the case of a symmetrical design, would readily permit the pivoting movement, for example. Furthermore,

the tangent plane could be formed from axially offset circular sections which would likewise permit pivoting.

In the case of the arrangement according to the invention as a four-joint mechanism, the supporting arm serves essentially to transmit the load from, in particular, large and therefore heavy doors onto the motor vehicle and, in particular, onto its door pillar which is arranged in the region of the A-post. For this purpose, the supporting arm is formed in the manner of a plate body in whose four corner regions the gudgeons for the coupling to the door and to the pillar are formed. The supporting arm part is expediently fastened detachably on that side of the base supporting arm which faces the door, since it is particularly readily accessible there for adjusting the orientation with respect to the base supporting arm. However, it is also possible, as an alternative thereto or in addition thereto, to provide a supporting arm part on the frontal side of the supporting arm, which side is coupled to the door pillar, as a result of which, in a manner which is similar and scarcely changed in outcome, the orientation of the door in the recess left free in the vehicle body can be influenced by rotation around the x-axis. However, it will, as a rule, be sufficient to provide just a two-part design of the supporting arm.

It should be noted that the supporting arm part, the two supporting-arm gudgeons being formed integrally on it, connects in respect of their alignment and spacing the two gudgeons in the manner of a strip and thus provides the supporting arm part to form an integral part to become a mass-produced product which can therefore be positioned without any outlay on adjustment, with the result that even by means of a four-joint mechanism the door coupling according to the invention obtains an adjustability (which is otherwise not present) of the position of the door around the x-axis.

A significant advantage of the two- or multi-part design of the supporting arm also resides in the more economical possibility of producing the base

supporting arm from an extruded profile, in which the region between the gudgeon portion bearing the gudgeons is produced as an independent supporting arm part and is not obtained as a costly waste of material. In addition, the base supporting arm can be produced cost effectively by extrusion, as a result of which the mechanical further processing in order to expose the gudgeon portion is additionally dispensed with.

Further advantages and features of the invention emerge from the dependent claims and from the following description.

The invention will be explained in greater detail below using an exemplary embodiment with reference to the attached drawings.

- Fig. 1 shows a perspective view of a preferred exemplary embodiment of a door coupling according to the invention.
- Fig. 2 shows a perspective view of the door end of the supporting arm of the coupling from Fig. 1.
- Fig. 3 shows a partially cutaway view through the supporting arm along the line III-III from Fig. 2.

Fig. 1 shows, in a perspective illustration, a door coupling which is denoted by 1 and pivotably arranges a door 2, which is indicated by a dash-dotted line, on a door pillar 3, likewise indicated by a dash-dotted line. The door coupling 1 is undertaken by a four-joint mechanism, the bars of which are, on the one hand, a supporting arm 4 and, on the other hand, a control rod 5. The supporting arm 4 and the control rod 5 are coupled in an articulated manner via corresponding hinge parts to the door pillar 3, on the one hand, and to the door 2, on the other hand.

The supporting arm 4 is of plate-like design and defines in its interior a hollow space 6 in which ribs or the like, which divide the hollow space into a number of

chambers, can be provided in order to increase the stiffening. The cavity 6 is expediently designed such that it is open upward and downward and thereby opens access to the interior region of the supporting arm 4. In its corner regions, the supporting arm 4 has in each case two door pillar gudgeons 7a, 7b and two door gudgeons 14a, 14b, said gudgeons being intended for coupling to hinge parts correspondingly fastened to the door pillar 3 and to the door 2. The gudgeons are provided in the vicinity of the outer corners of the supporting arm 4, the supporting arm 4 running in a plane arranged essentially vertically.

10 The door pillar gudgeons 7a and 7b are respectively formed in the lower region and in the upper region of that corner of the narrow side of the supporting arm 4 which faces the door pillar 3, the gudgeon 7b being coupled in a known manner to a hinge part 8 and the gudgeon 7a being coupled in a known manner to a hinge part 9. The hinge parts 8, 9 are fastened to the door pillar 3 in a known manner by means of a screw connection and holes 10 provided for this purpose 15 in the hinge parts 8 and 9. The door pillar end of the control rod 5 is also coupled to the hinge part 9, so that the hinge part 9 has two joints having a fixed distance from each other.

20 The supporting arm 4 is divided into a base supporting arm 4a and a supporting arm part 4b, the base supporting arm 4a and supporting arm part 4b butting against each other along a common tangent plane 11 and being held with respect to each other. The base supporting arm 4a is of integral design with the gudgeon portions bearing the gudgeons 7a, 7b, while the supporting arm part 25 4b for its part connects the gudgeon portions, on which the gudgeons 14a, 14b defining the coupling to hinge parts 12, 13 fastened to the door 2 are arranged, via a strip of narrow design in between them. The hinge parts 12, 13 are designed to have two wings and have holes 15 which pass through their wings and by means of which they can be connected to the door 2 directly or via an 30 intermediate element, for example in the form of a bored spacer.

As can also be seen better in Fig. 2 and 3, the tangent plane 11, which may be both a solid and a perforated surface, is passed through by a screw 16 which is provided in the corresponding holes of the base supporting arm 4a and supporting arm part 4b, is arranged accessibly on the outside of the supporting arm 4 and is secured by a nut which is accessible in the hollow space 6. As an alternative, it is also possible to provide, for example, the hole remote from the screw head with a thread.

It can be seen that the screw 16 runs perpendicularly with respect to the tangent plane 11 and that the screw axis 16a runs essentially perpendicularly with respect to the tangent plane 11. The screw axis 16a therefore coincides with a rotational axis around the shank of the screw 16 of the supporting arm part 4b around the base supporting arm 4a when in the region of the tangent plane 11, by releasing the screws 17a, 17b provided for fixing the two parts 4a, 4b in place, a gap between the supporting arm part 4b and base supporting arm 4a, which permits pivoting, is released. In this connection, the screws 17a, b not only form fastening elements, but also guide elements which are defined in the manner of a cam by means of a hole, which is designed as a slot 18 and corresponds to a cam path, in that end surface of the base supporting arm 4a which faces the supporting arm part 4b. It has to be understood that that end surface of the base supporting arm 4a which at the same time defines a stop for the supporting arm part 4b is formed at least as a flat wall section in these regions in which the slots 18 are formed. Those regions of the end surface of the base supporting arm 4a which are not passed through by screws 17 do not necessarily have to have the end wall being closed by the material of the base supporting arm.

It can be seen that even in the case in which the screw makes use of a slope and does not run perpendicularly with respect to the tangent plane 11, or in the case where the tangent plane 11 does not form a two-dimensional surface, the pivot axis 16a lies in the perpendicular with respect to the boundary surface 11.

It would therefore be possible, instead of the screw 16, to form a snug-fitting shank which protrudes out of the boundary surface 11 of the one part and passes through a corresponding hole of the other part, in which case the shank axis does not necessarily have to coincide with the perpendicular of the tangent plane. It can furthermore be seen that the screw 16 is not situated centrally between the screws 17a, 17b, but rather is situated eccentrically with respect to a central position, which is advantageous for certain applications, although it is arranged in the vicinity of the central position. The position of the screw 16, the axis 16a of which defines the pivot axis in the present case, is defined with regard to the dimensions of the door 2, the screw axis 16a in a first approach running approximately at the height of a horizontal alignment axis of the door 2, for the adjustment of which the relative adjustability, as explained below in detail, of the supporting arm part 4b and base supporting arm 4a can advantageously be used.

It can be seen in particular from Fig. 2 that the screws 17a, 17b are inserted into corresponding threads of those gudgeon portions of the supporting arm part 4b which bear the gudgeons 14a, 14b, it being possible instead also to secure them by a nut outside the gudgeon portions. The connection in the region of the gudgeon portions enables the connection of the base supporting arm 4a and supporting arm part 4b to be particularly strong. However, it is advantageously also possible to move the screws 17a, 17b closer to the screw 16 in order thereby to reduce the amount of displacement, caused by the pivoting around the axis 16a, along a circular segment corresponding to the distance from the screw 16 and defining a radius of the circle.

It can be seen in particular in Fig. 3 that the slots 18 not only constitute a hole which is elongated with respect to the shank diameter of the screws 17a, 17b, but also the height of the slots is enlarged with respect to the shank diameter, as a result of which it is expediently possible for the screws 17a, 17b to execute

a rotational movement in the slots 18, said movement comprising displacement components in two dimensions in accordance with trigonometrical regularities.

The door end of the control rod 5 is coupled to a two-wing hinge part 19 which
5 can be fastened to the door 2 via slotted holes 20. The hinge part 12 and the hinge part 19 define a fitting state of the control rod 5 and supporting arm 4 enabling displacement in the direction of the long slot axis of the slot 20, the fastening of hinge parts using slots having been proved in practice and division of the control rod 5 therefore becoming superfluous. By means of relative
10 displacement of the hinge parts 12 and 19 with respect to each other along the shanks of the screws or bolts, which shanks pass through the holes 15 and the slotted holes 20, the holes 15 holding the screws in a virtually play-free manner in the present exemplary embodiment, it is possible to adjust the distance between the door joints of the control rod 5 and supporting arm 4 to a limited
15 extent, thereby essentially enabling displacement of the vehicle door 2, which is fastened to the door parts 13, 12, 19, around a vertical axis, so that the position of the door 2 in the vehicle body can be corrected.

In the present exemplary embodiment of the door coupling 1 according to the
20 invention, in order to adjust the position of a motor vehicle door 2 two degrees of freedom can now advantageously be used in order to correct the position of the door 2, said door otherwise not fitting centrally and therefore in a visually pleasing manner due to machining and manufacturing tolerances, even though the four-joint mechanism of the coupling 1 is defined by a four-joint hinge
25 9, 5, 4, 12/19 and would not in itself permit such changes. By pivoting around the axis 16a of the screw 16, the door 2 can be aligned about an axis corresponding essentially to the x-axis of the vehicle (direction of travel), and by displacement along the slot 20 the vehicle door 2 can be pivoted about the z-axis (vertical). It should be taken into consideration here that on account of the
30 specific requirements of the door coupling 1 the axes 16a and the joint axes of the door joints of the supporting arm 4 and of the control rod 5 often do not

coincide in an ideally typical manner with the x- and z-axes of the vehicle in the closed state of the door, for example because the transverse movement combined with the pivoting movement is intended to execute a path in space. Even in these cases, adjustment of the position of the door is possible because the two adjustment options enable, in an iterative process, those door positions to be adjusted in which the corresponding components of the adjustment make possible an optimum alignment of the position of the door 2 additively around the x- and around the y-axis.

10 In the exemplary embodiment, the hinge parts 12 and 16 are connected to each other via in each case their two hinge leaves which are to be fastened to the door and are passed through by a common bolt. It is to be noted that it is readily possible to connect, for example, only the left hinge wing of the hinge part 19 with the left hinge wing of the hinge part 12 and then optionally to connect one of the two right hinge wings of the hinge part 12 or the hinge part 19 to the door 2, the connection to the supporting arm 4 being expediently selected for static reasons.

The invention has been explained in greater detail above with reference to a preferred exemplary embodiment, it being possible for further refinements of the divided control rod 4, as divided in two in the middle or divided in three parts, likewise to be realized in order to improve the adjustability of the position of the door in the corresponding recess of the vehicle body with simultaneous ability to pivot around the x-axis of the vehicle.

CLAIMS

- 5 1. A door coupling for a door (2) of a motor vehicle, in which the door (2) can be displaced with respect to a door pillar (3) in a transverse movement combined with a pivoting movement by means of a four-joint mechanism, the four-joint mechanism having a supporting arm (4) connected in an articulated manner to the door (2) and in an articulated manner to the door pillar (3) and a control rod (5) connected in an articulated manner to the door (2) and in an articulated manner to the door pillar (3), the supporting arm (4) being fastened in an articulated manner with regard to the door and pillar at in each case two gudgeons (7a, 7b, 14a, 14b) assigned to the end regions of the supporting arm (4), wherein the control rod (5) is of single piece design and with regard to the door or pillar is coupled to a bearing plate (9) to which a corresponding gudgeon (7a) of the supporting arm (4) is also coupled, and the control rod (5), at its end remote from this side, is coupled to a hinge part (19),
- 10 characterized in
- 15 that the hinge part (19) the control rod (5) is coupled to can be displaced jointly with and in the direction of the control rod (5) relative to a corresponding hinge part (12) assigned to a gudgeon (14a) of the supporting arm (4).
- 20
- 25 2. The door coupling according to claim 1, characterized in that the hinge part (19) which is assigned to the remote end of the control rod (5) can be displaced relative to the corresponding hinge part (12) of the supporting arm (4) by a slot (20) being formed in at least one of the two
- 30 hinge parts.

3. The door coupling according to claim 1 or 2, characterized in that the hinge parts (12, 19) displaceable relative to each other can be fastened via screws to the door (2), and that in at least one of the door hinge parts (12, 19) holes (15, 20) are provided as slots (20) in the direction of the x-axis of the vehicle for receiving the screws.

4. The door coupling according to one of claims 1 to 3, characterized in that the supporting arm (4) has a base supporting arm (4a) and at least one supporting arm part (4b) which can be detached from said base supporting arm and comprises the two gudgeons (14a, 14b) provided at one end of the supporting arm (4), and means (16, 17) for the mutual fastening of the base supporting arm (4a) and supporting arm part (4b), and that an axis (16a) passing through the tangent plane (11) of the base supporting arm (4a) and supporting arm part (4b) allows adjustment of the supporting arm part (4b) with respect to the base supporting arm (4a) by mutual twisting around a pivot axis (16a) which is perpendicular with respect to the tangent plane (11).

5. The door coupling according to claim 4, characterized in that the pivot axis (16a) is arranged between the gudgeons (14a, 14b) of the supporting arm part (4a), and at a distance from the pivot axis (16a) at least one fixing and/or guide element (17) passes through the tangent plane (11) of the base supporting arm (4a) and supporting arm part (4b).

6. The door coupling according to claim 5, characterized in that the fixing and/or guide element at least comprises a slot (18) which is formed along a circular arc around the pivot axis in the end side of the base supporting arm (4a) or the supporting arm part (4b) and a hole (18) which is arranged on the corresponding circular arc in the side of the respectively other part of the base supporting arm (4a) and supporting arm part (4b), the supporting arm part (4b) being releasably fixable in

each rotational position with respect to the base supporting arm (4a) by means of at least two spaced-apart fixing elements (17), on the one hand in the pivot axis (16a) and on the other hand on a circular arc at a distance thereto.

5

7. The door coupling according to one of claims 5 or 6, characterized in that the fixing and/or guide elements are formed by screw/nut elements (17).

10

8. The door coupling according to one of claims 4 to 7, characterized in that the at least one supporting arm part (4b) faces the door (2).

15

9. The door coupling according to one of claims 4 to 8, characterized in that the axis (16a) passing through the tangent plane (11) is the axis of a screw (16) and coincides with the pivot axis (16a).
10. The door coupling according to one of claims 4 to 9, characterized in that with the door (2) closed the pivot axis (16a) lies essentially in the horizontal and parallel to the direction of travel of the motor vehicle.

ABSTRACT OF THE DISCLOSURE

A motor vehicle door hinge allows the door to be displaced relative to a doorpost in transverse and pivoting movements by means of a four-bar mechanism having a supporting arm and a control rod. The supporting arm is hingedly secured to the door's side and the doorpost by two respective hinge eyelets at its end areas. The control rod is coupled with a bearing plate on the door's side and the doorpost, whereby a corresponding hinge eyelet of the support arm is also coupled therewith, and with a hinge element on its end facing away from the side. The hinge acts upon the door's position by mounting the hinge element, coupled with the control rod, so that it can be displaced with and in the direction of said control rod relative to a corresponding hinge element that is associated with a hinge eyelet of the supporting arm.

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UNITED STATES PATENT AND TRADEMARK OFFICE

Re: Application of: Lothar BRÜCKNER
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International Application No.: PCT/EP00/06005
Filed: Herewith
For: DOOR HINGE

BOX: PCT
Assistant Commissioner for Patents
Washington, D.C. 20231

December 27, 2001

SUBMISSION OF FORMAL DRAWINGS

S i r:

Submitted herewith are three (3) sheets of formal drawings containing Figures 1-3 to replace the three (3) sheets of drawings that were filed with the above-identified International patent application.

Respectfully submitted,

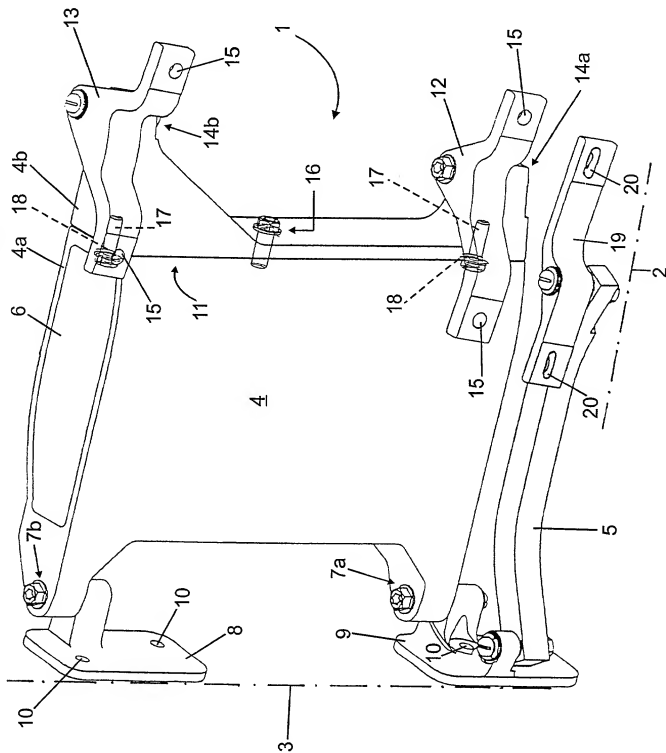
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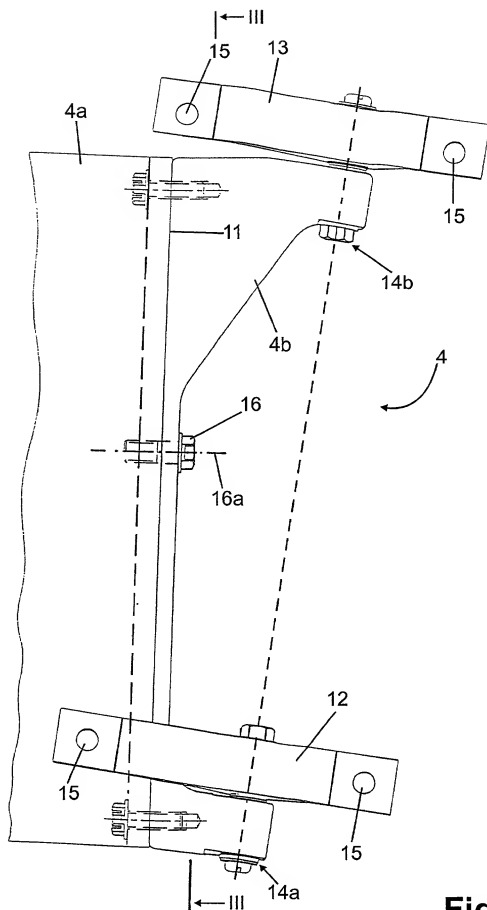
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Fig. 1



**Fig. 2**

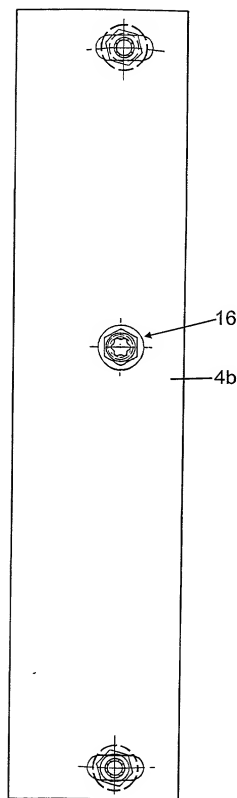


Fig. 3

DECLARATION AND POWER OF ATTORNEY

As a below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled DOOR HINGE, the specification of which (check one)

— is attached hereto
— was filed on _____ as Application Serial No. _____
— and was amended on _____ (if applicable).
X I hereby authorize and request our attorney, Davidson, Davidson & Kappel, LLC, of 485 Seventh Avenue, 14th Floor, New York, New York 10018 to insert here in parentheses (Application number 10/079,818, filed 4/27/09) the filing date and application number of said application when known.

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose all information which is known to me to be material to the patentability of this application as defined in Title 37, Code of Federal Regulations, §1.56.

I hereby claim foreign priority benefits under Title 35, United States Code, §119 of any foreign and/or provisional application(s) for patent or inventor's certificate listed below and have also identified below any foreign and/or provisional application for patent or inventor's certificate having a filing date before that of the application on which priority is claimed.

PRIOR APPLICATION(S)			Priority claimed
<u>199 20 322.3</u>	<u>Germany</u>	<u>July, 2 1999</u>	<u>X</u>
(Number)	(Country)	(Day/Month/Year Filed)	Yes No
_____	_____	_____	Yes No
(Number)	(Country)	(Day/Month/Year Filed)	Yes No
_____	_____	_____	Yes No
(Number)	(Country)	(Day/Month/Year Filed)	Yes No

I hereby claim the benefit under Title 35, United States Code, §120 of any United States application(s) listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of Title 35, United States Code, §112, I acknowledge the duty to disclose material information as defined in Title 37, Code of Federal Regulations, §1.56(a) which occurred between the filing date of the prior application and the national or PCT international filing date of this application:

(Application Serial Number) _____ (Filing Date) _____ (Status) (patented, pending, abandoned) _____

And I hereby appoint Clifford M. Davidson, Registration No. 32,728, Leslye B. Davidson, Registration No. 38,854, Cary S. Kappel, Registration No. 36,561, William C. Gehris, Registration No. 38,156, Morey B. Wildes, Registration No. 36,968, Robert J. Paradiso, Registration No. 41,240, Scott L. Appelbaum, Registration No. 41,587, Cynthia R. Moore, Registration No. 46,086, David Kniaski, Registration No. 45,991, Salvatore J. Maiorino, Registration No. 42,830, my attorneys, with full power of substitution and revocation, to prosecute this application and to transact all business in the Patent and Trademark Office connected therewith; correspondence address: DAVIDSON, DAVIDSON & KAPPEL, LLC, 485 Seventh Avenue, 14th Floor, New York, New York 10018; Telephone: (212) 736-1940; Fax: (212) 736-2427.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true, and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

1-02
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